DCPL #64 Street Names

Development of Street Names

MISSION STREET, EL CAMINO REAL
AND
JUNIPERO SERRA BOULEVARD

LOCAL HISTORY
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REPORT TO THE CITY MANAGER OF THE DEVELOPMENT OF STREET NAMES IN DALY CITY FROM SUBDIVISION MAPS FILED IN SAN MATEO AND SAN FRANCISCO COUNTIES

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MISSION STREET, EL CAMINO REAL

AND

JUNIPERO SERRA BOULEVARD

For Reference

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Prepared and submitted by
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June 1976

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INTRODUCTION

This study was initiated because of a request to the City Council of the City of Daly City by the Mission Merchants Association suggesting that the name of Mission Street be changed to El Camino Real between the north and south City Limits of Daly City. A public hearing was held on April 26, 1976, and a motion carried for the continuance of this hearing on November 8, 1976.

This study was made because of divergent statements made at the public hearing as to the historical names attached to the north-south routes through Daly City.

This report is based on a review of old subdivision maps, all open to the public, at the Office of the County Recorder of the County of San Mateo, Hall of Records, Redwood City, and the Office of the County Recorder of the City and County of San Francisco, City Hall, San Francisco.

Reference notes refer to a bibliography of maps at the end of this report.

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MISSION STREET

(EL CAMINO REAL)

The route of travel from San Francisco to San Jose 125 years ago was as follows:

> Old San Jose Road to County Road at the "Top of the Hill" in Daly City, County Road through Baden (SSF) and San Bruno and south to Millbrae, San Mateo, and Belmont (Illustration 1A & 1B). On the Plat of the Buri Buri Rancho in 1866[1], the route is designated as the "San Jose Stage Road" and "County Road". The "Top of the Hill" herein referred means the junction of Mission Street and San Jose Avenue which occurs at the top of a grade, and it is a popular local phrase.

Much of this route is traveled today as it was last century: Old San Jose Road is now San Jose Avenue, and County Road is Mission Street and El Camino Real in Daly City, El Camino Real and Mission Road in Colma, Mission Road and El Camino Real in South San Francisco, and El Camino Real to the southerly limits of San Mateo where it becomes Old County Road and proceeds into Belmont.

The name of the road, its purpose, and direction seem to have been understood by most of the people in the County. Unlike other areas where the road was, for example, called the Saratoga-Sunnyvale Road to indicate quickly its purpose and function, almost all the maps

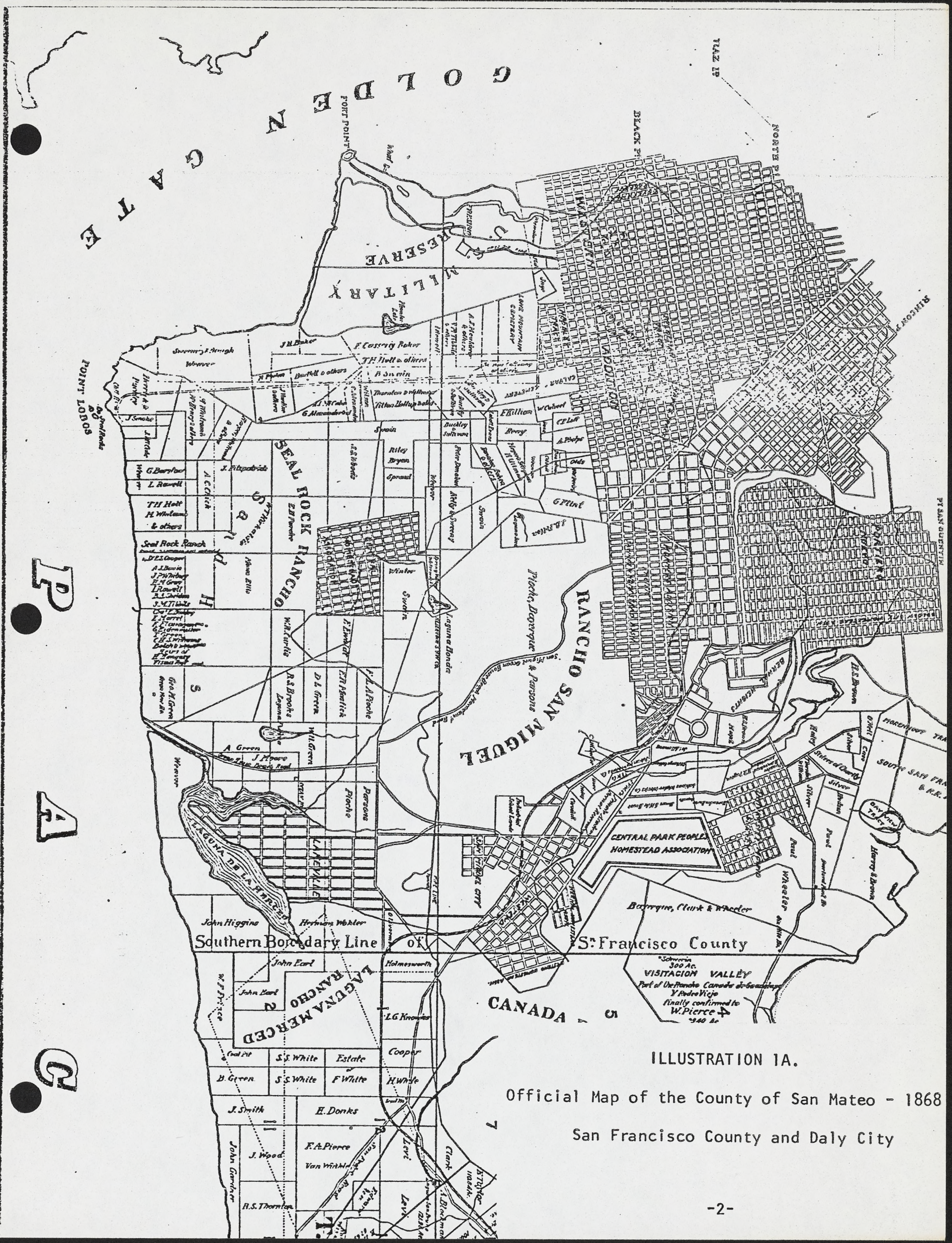


ILLUSTRATION 1A.

Official Map of the County of San Mateo - 1868

San Francisco County and Daly City

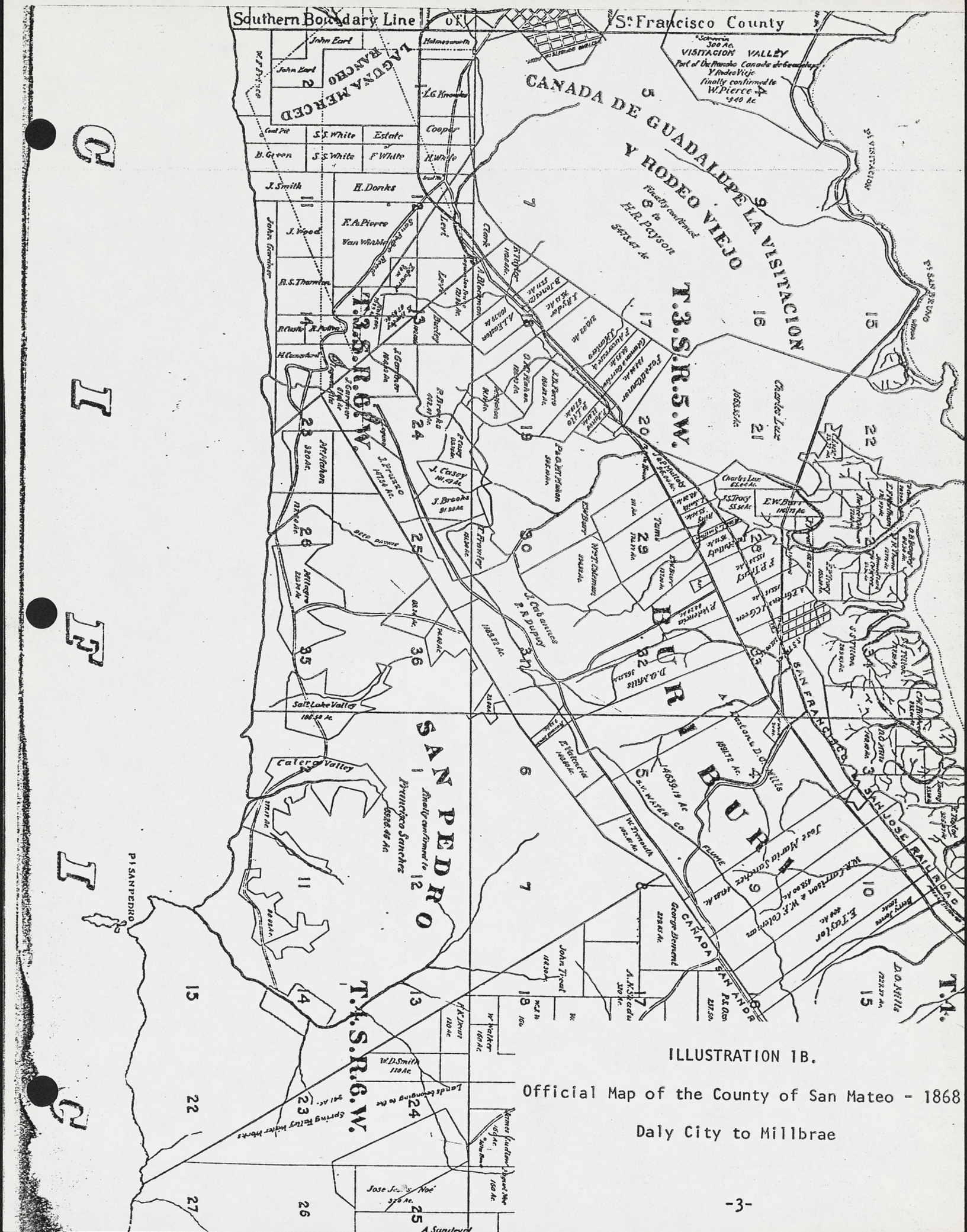


ILLUSTRATION 1B.

Official Map of the County of San Mateo - 1868

Daly City to Millbrae

indicated our El Camino Real simply as "County Road". Occassionally a map would indicate it as the San Francisco and San Jose Road or as the Main County Road.

-SOUTH SAN FRANCISCO TO BELMONT-

MISSION ROAD, in 1890, crossed the San Francisco and San Jose Rail Road Company's tracks (now the Southern Pacific Transportation Company) and Colma Creek in the area of what is now Chestnut Avenue and El Camino Real in South San Francisco and entered the Town of Baden.[2] There was a store on the west side of MISSION ROAD and the Baden (railroad) Station was on the east side of the tracks, both were north of present day Chestnut Avenue. A subsequent survey here in 1891 indicates MISSION ROAD had a 66 foot right-of-way.[3]

As the road proceeded southward, it was called MISSION AVENUE (Main County Road to San Jose)[4] in 1904, at its intersection with San Bruno Avenue in San Bruno. The right-of-way was also 66 feet. But a year later in 1905, another map in the vicinity, at San Bruno Road (now San Mateo Avenue), still called it the "Main County Road".[5]

It was called "County Road" at its intersection with Millbrae Avenue in 1904 (Volume 1 of LLS Maps at Page 17) and "Main County Road (to San Jose)" at its intersection with Mateo Avenue, about a third of a mile north of Millbrae Avenue, in 1906 (Vol. C @ Pg. 42 and Vol. 4 @ Pg. 7).

In San Mateo it was called "County Road" at San Mateo Creek in 1883 (Vol. A, Pg. 69), and at Ralston Avenue in Belmont it was called "Main County Road" (Vol. A, Pg. 59) in 1897, on the east side of the railroad tracks.

EL CAMINO REAL began appearing on recorded maps in 1905. In San Mateo, it was identified as EL CAMINO REAL (formerly County Road)[6] at Baywood Avenue (two blocks north of Third Avenue), and in Burlingame at Mills Avenue in 1906, it was identified as EL CAMINO REAL (County Road).[7] In the then unincorporated area between Millbrae and San Bruno at Center Street, now in Millbrae, it was simply called EL CAMINO REAL in 1905,[8] while another addition to San Bruno Park in 1906, at Crystal Springs Avenue identified it further as EL CAMINO REAL (Automobile Boulevard).[9]

-COLMA-

In the Colma Area, Market Street south to Cypress Lawn Cemetery, COUNTY ROAD seemed to prevail. It is described as such between Market Street and "K" Street ("F" Street is the present northern boundary of Woodlawn Memorial Park (Cemetery) in the City Extension Homestead Association[10] in 1870, but a resubdivision, Boulevard Park[11] in 1907, identifies it as Mission Road between "A" and "F" Streets. Again, it was identified as COUNTY ROAD in the Villa Homestead Association[12] from "K" Street and

Fourth Avenue, in the previously mentioned City Extension Homestead Association, to Collins Avenue, and in 1904, on a Plat of Odd Fellows Cemetery Association[13] (now Greenlawn Memorial Park). Along Cypress Lawn Cemetery, a map filed in 1893 identifies the road as OLD SAN MATEO ROAD.[14]

A resubdivision of property between Jewel Avenue and Collins Avenue in 1912, still refers to the route as COUNTY ROAD[15] while another map of Cypress Lawn Cemetery[16] in 1915, identifies it as STATE HIGHWAY TO SAN MATEO.

-DALY CITY-

The earliest recorded maps in what is now the City of Daly City are by coincidence at the opposite ends of the City. Northeast of Templeton Avenue, the route was identified in 1865 as TELEGRAPH OR NEW COUNTY ROAD TO SAN JOSE[17] (notice the word "NEW").

In 1872, the Mission Street Extension Homestead Association[19] also identified the route northeast from the "Top of the Hill" as TELEGRAPH OR NEW COUNTY ROAD and labeled San Jose Avenue as OLD SAN JOSE ROAD (notice the words "NEW" and "OLD"). Between Price and Market Street during the year 1871, the route was identified as COUNTY ROAD.[18]

All other maps, with one exception, filed during the 19th century refer to the route as COUNTY ROAD between the "Top of the Hill" and Market

Street, and this map indicates the width of its right-of-way at 66 feet.[20]

However, shortly after the turn of the century, COUNTY ROAD began to disappear. In its place appeared MISSION STREET OR MISSION ROAD. Concordia Land Company, between Acton Street and Lowell Street, called it MISSION STREET[21] in January of 1907, and MISSION ROAD[22] in April, 1907.

Two maps filed in 1906, indicate the route as MISSION ROAD[23] covering most of the route between John Daly Boulevard and School Street. Another filed again in January, 1907, states it is MISSION STREET[24] between John Daly Boulevard and San Jose Avenue.

But a Record of Survey of Subdivision of Property of John D. Daly and William H. Kinne[25] indicated in 1903, the names as they are today: MISSION STREET and SAN JOSE AVENUE.

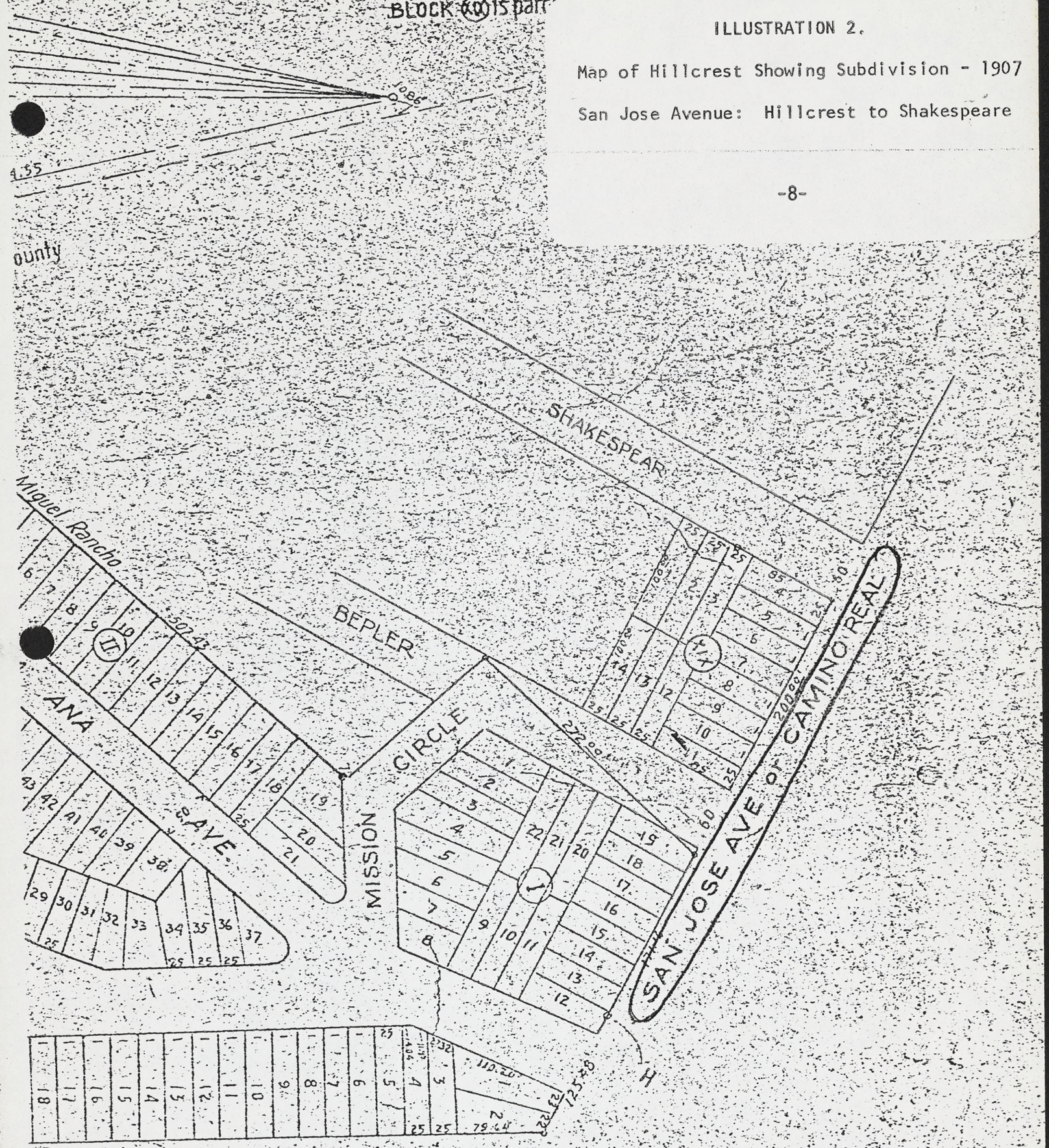
Only one subdivision map in the Daly City Area referred to the route as CAMINO REAL (no "El"). On the Map of Hillcrest[26] in 1907, between Hillcrest Drive and Shakespeare Street, the main street is identified as SAN JOSE AVENUE OR CAMINO REAL (Illustration 2). I believe that the surveyor must have been thorough in his map research as the only other map in the north county that calls this route CAMINO REAL is dated 1864.[27]

Comparing this 1864 map (Illustration 3) with Illustrations 1A and 1B, one finds that the route south of Knowles Avenue has been mislabeled (Illustration 4). What was termed CAMINO REAL is actually only the

ILLUSTRATION 2.

Map of Hillcrest Showing Subdivision - 1907

San Jose Avenue: Hillcrest to Shakespeare



A true copy of an original recorded at request of Geo H. Rice Mar. 14th A.D. 1907
22 min. past 10 o'clock A.M.

J. L. Johnston Recorder
By Pauline E. Hanson Deputy

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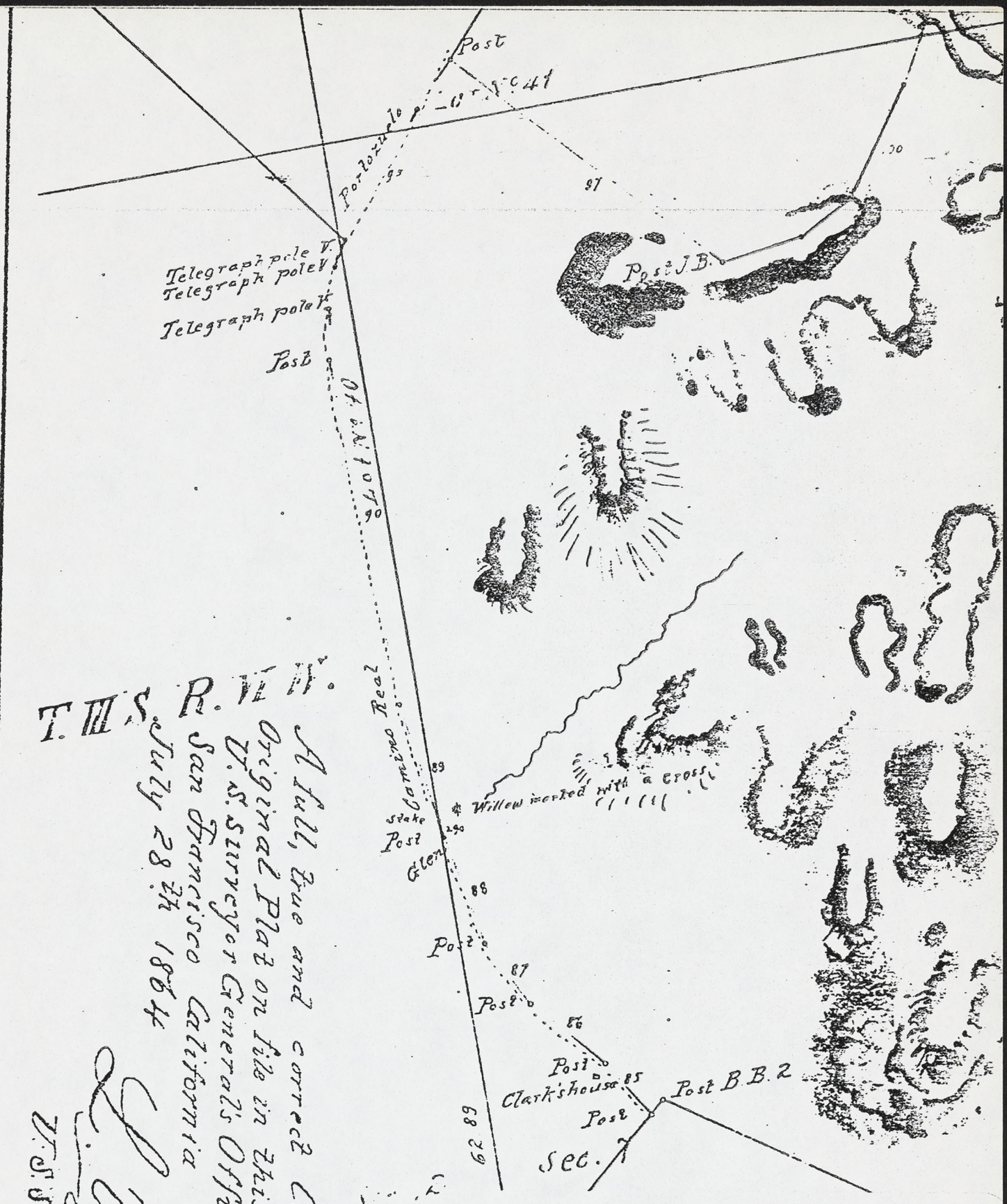


ILLUSTRATION 3.

Part of the Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo Finally Confirmed to Henry R. Payson, 1864

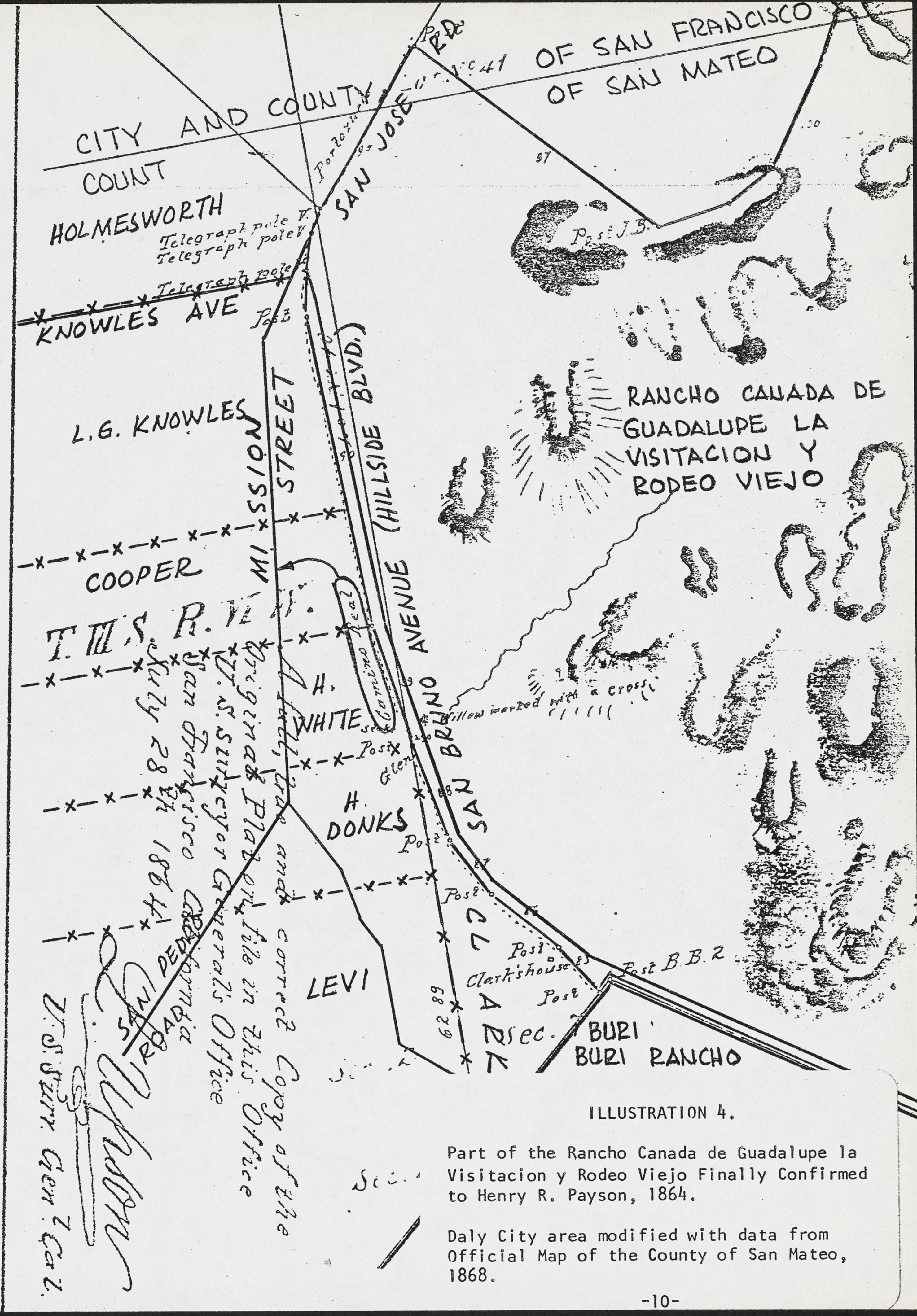


ILLUSTRATION 4.

Part of the Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo Finally Confirmed to Henry R. Payson, 1864.

Daly City area modified with data from Official Map of the County of San Mateo, 1868.

property line which in 1872 became the westerly boundary of the Abbey Homestead Association.[28] It was this tract which dedicated San Bruno Avenue (now Hillside Boulevard), a route which eventually led to the San Francisco Bay. This route was not dedicated to the public beyond the Abbey Homestead property in 1894 (Illustration 8).

However, CAMINO REAL, north of Knowles Avenue is correct as the following section regarding San Francisco will attest. Data from the Official Map of the County of San Mateo has been added to Illustration 3 to achieve Illustration 4.

Thereafter, COUNTY ROAD was seldom seen on a map in the Daly City Area, as MISSION STREET was either the official name or the popular name.

But it was different everywhere else. From Colma to Redwood City, EL CAMINO REAL appeared infrequently and slowly against the established COUNTY ROAD. Then, as previously mentioned, STATE HIGHWAY began appearing: 1915 in Colma and 1918 in Menlo Park.

-SAN FRANCISCO-

It is widely known that MISSION STREET does not pass by any California Franciscan Mission. However, I believe that San Jose Avenue, which now terminates at 22nd Street must have extended toward Mission Dolores, at 16th and Dolores Streets, prior to the urbanization of central San Francisco. It probably continued its course around the base of the Dolores-Church Streets hills.

PLAT OF THE

PRECITA VALLEY LANDS AND BERNAL HIGHTS

HARVEY S. BROWN. Proprietor.

Surveyed by M. HORDLEY. 1859

SCALE: 400 feet to 1 Inch.

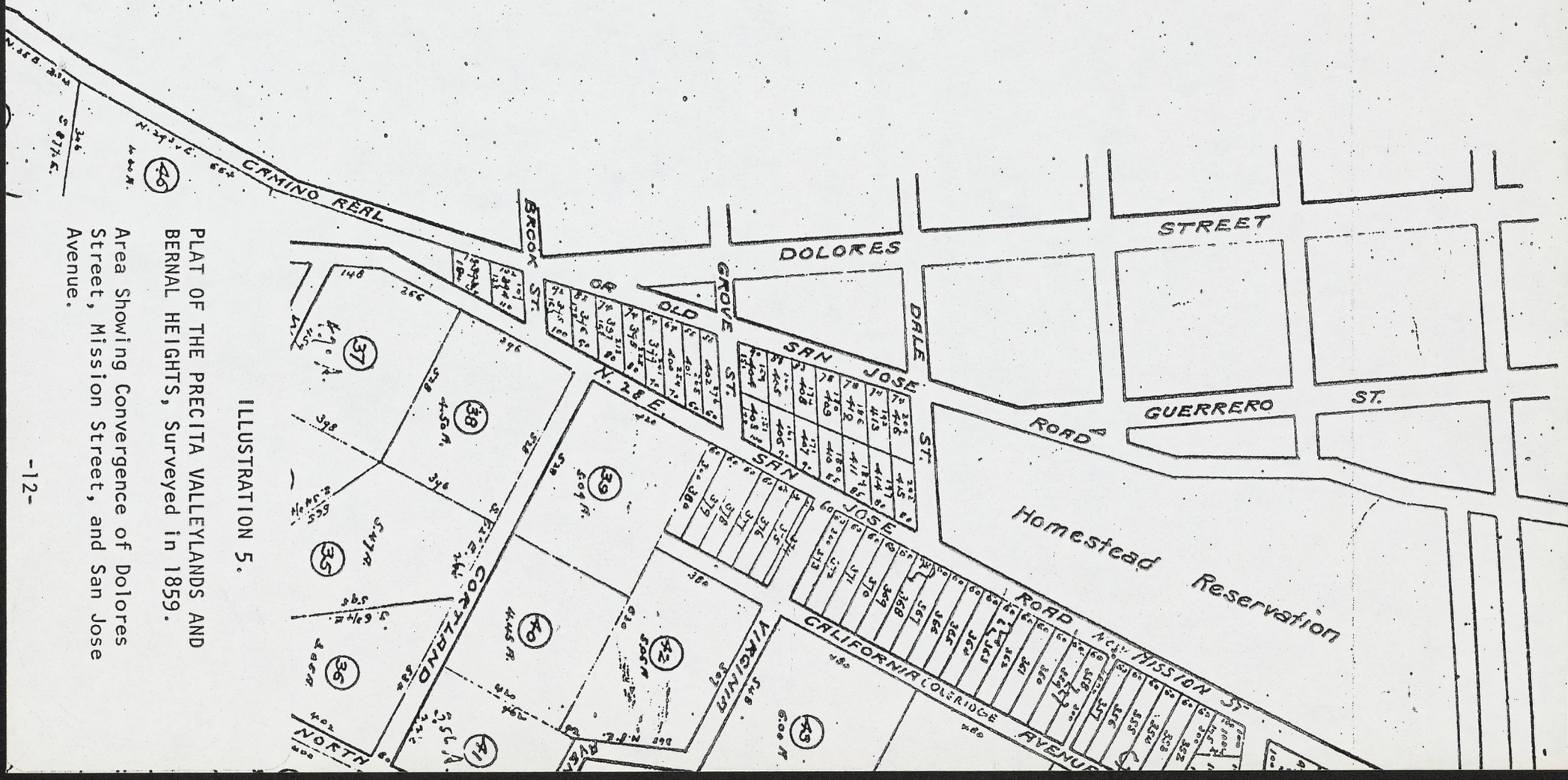
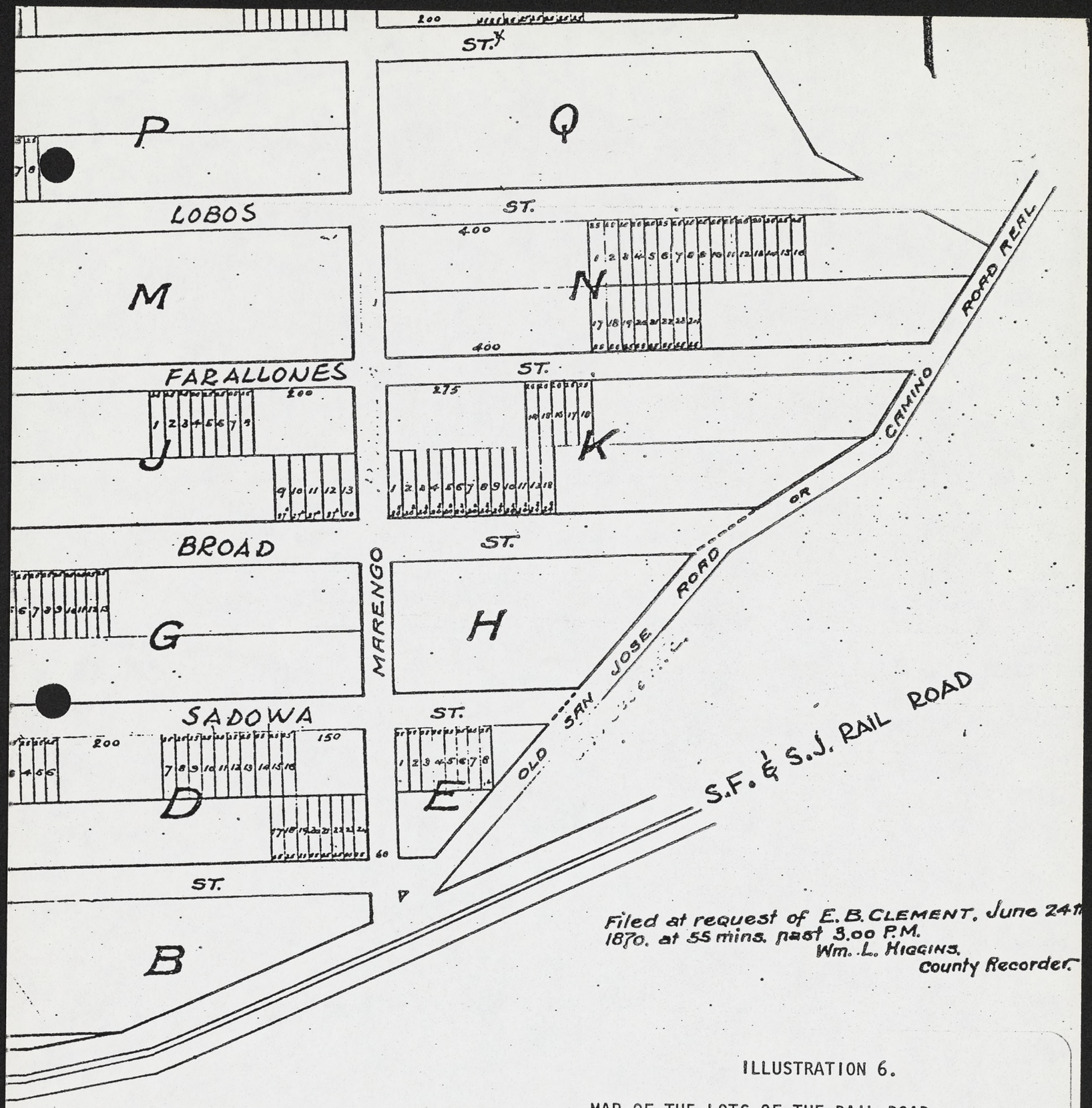


ILLUSTRATION 5.

PLAT OF THE PRECITA VALLEYLANDS AND BERNAL HEIGHTS, Surveyed in 1859.

Area Showing Convergence of Dolores Street, Mission Street, and San Jose Avenue.



Filed at request of E. B. CLEMENT, June 24th
1870. at 55 mins. past 3.00 P.M.
Wm. L. HIGGINS.
County Recorder.

ILLUSTRATION 6.

MAP OF THE LOTS OF THE RAIL ROAD
HOMESTEAD ASSOCIATION NO. 2, 1870.

Area Showing Intersection of Plymouth
Avenue and San Jose Avenue.

THE LOTS OF

OMESTEAD ASSOCIATION No. 2.

On the Plat of the Precita Valleylands and Bernal Heights[29], surveyed in 1859, the present San Jose Avenue was called CAMINO REAL OR OLD SAN JOSE ROAD and Mission Street was identified as SAN JOSE ROAD (Illustration 5). Another map filed in 1870, just north of Daly City at Plymouth Avenue, identifies San Jose Avenue as OLD SAN JOSE ROAD or CAMINO ROAD/REAL[30] (Illustration 6), and a map recorded in 1853 locates the NEW COUNTY ROAD as lying one block east of Valencia Street.[31]

Thus, the change of routes from San Jose Avenue to Mission Street was made prior to 1853.

The name of MISSION STREET was accepted at about the same speed (or lack of it), according to recorded maps, as El Camino Real was accepted in San Mateo County.

Between 7th and 16th Streets, it was identified MISSION STREET in 1858,[32] and in 1868,[33] the same name was used in the location shown in Illustration 5. Further to the south, the present Mission Street was identified as TELEGRAPH ROAD[34] just south of Geneva Avenue between Niagara Avenue and Ottawa Avenue.

And finally, a subdivision which overlapped the County Line in 1895 identified the Mission Street from the "Top of the Hill" in Daly City into the southern part of San Francisco as COUNTY ROAD OR MISSION STREET EXTENSION.[35]

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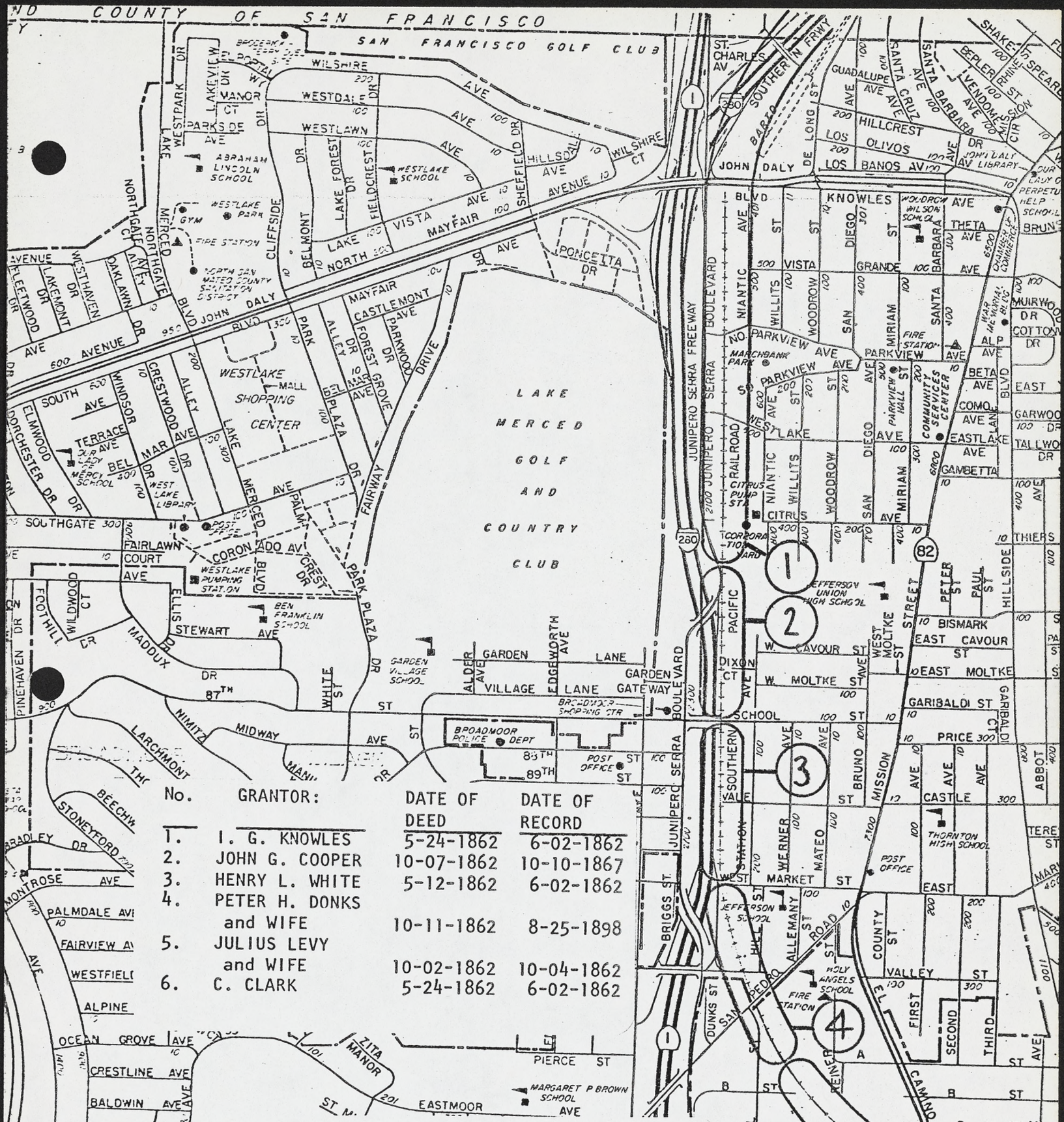
JUNIPERO SERRA BOULEVARD

-DALY CITY-

With the construction of the San Francisco and San Jose Rail Road, located as much as 0.4 mile west of the County road, it was only natural that another north-south road be developed and parallel the railroad. Comparing the list of grantors to the railroad right-of-way with the Official Map of the County of San Mateo 1868, one finds the property owners to be almost entirely the same (Illustration 7).

The first recorded map in this area was in 1870, the Seventy Five Dollar Lot Homestead Association.[36] This tract dedicated a 30 foot right-of-way on the west side and adjacent to the railroad, between Pierce Street and Eighty-Seventh Street, and it was called RAILROAD AVENUE. Two years later, this avenue was extended south to at least San Pedro Road in the School House Homestead Association,[37] and eventually this part became part of the railroad right-of-way (Illustration 7).

RAILROAD AVENUE was extended north as shown on a Survey of Acreage Property Near Colma for R. S. Thornton, Esq. in 1891.[38] The road extended now for nearly 0.7 mile between the southerly line of the Knowles Tract (the centerline of Citrus Avenue)[20] and San Pedro Road, and it would not grow anymore. Most of it was absorbed by the State during right-of-way acquisitions for the Junipero Serra Freeway.



No.	GRANTOR:	DATE OF DEED	DATE OF RECORD
1.	I. G. KNOWLES	5-24-1862	6-02-1862
2.	JOHN G. COOPER	10-07-1862	10-10-1867
3.	HENRY L. WHITE	5-12-1862	6-02-1862
4.	PETER H. DONKS and WIFE	10-11-1862	8-25-1898
5.	JULIUS LEVY and WIFE	10-02-1862	10-04-1862
6.	C. CLARK	5-24-1862	6-02-1862

ILLUSTRATION 7.

Map Showing Grantors of Right-of-Way to the San Francisco & San Jose Rail Road which preceded development of a road west of Mission Street in the Daly City area.

South of San Pedro Road, a lot 50 feet wide in each block between "A" and "K" Streets in the City Extension Homestead Association,[10] 1870, appears to be reserved for the future extension of San Pedro Road due south. A map of Pierce Van Winkle and Patten Tracts[39] in 1883 shows the existence of a road in this location, and today, the present location of Junipero Serra Boulevard uses this original right-of-way.

Between Citrus and Knowles Avenues, RAILROAD STREET, a 40 foot right-of-way, was located on the west side of 100 foot deep lots located along the west side of the railroad right-of-way.[23] This avenue was also known as CLOVERDALE STREET according to the Southern Pacific Transportation Company.[40] It, too, was finally absorbed by the State during right-of-way acquisitions for the Junipero Serra Freeway.

The actual construction of Junipero Serra Boulevard occurred in four sections:

Contract 1: San Francisco County Line to School Street. Plans dated April 2, 1929.

Contract 2: School Street to Edgemar Road (Eastmoor Avenue).

Contract 3: Edgemar Road (Eastmoor Avenue) to El Camino Real (including what is now Hickey Boulevard from Junipero Serra to El Camino). Plans dated July 13, 1931.

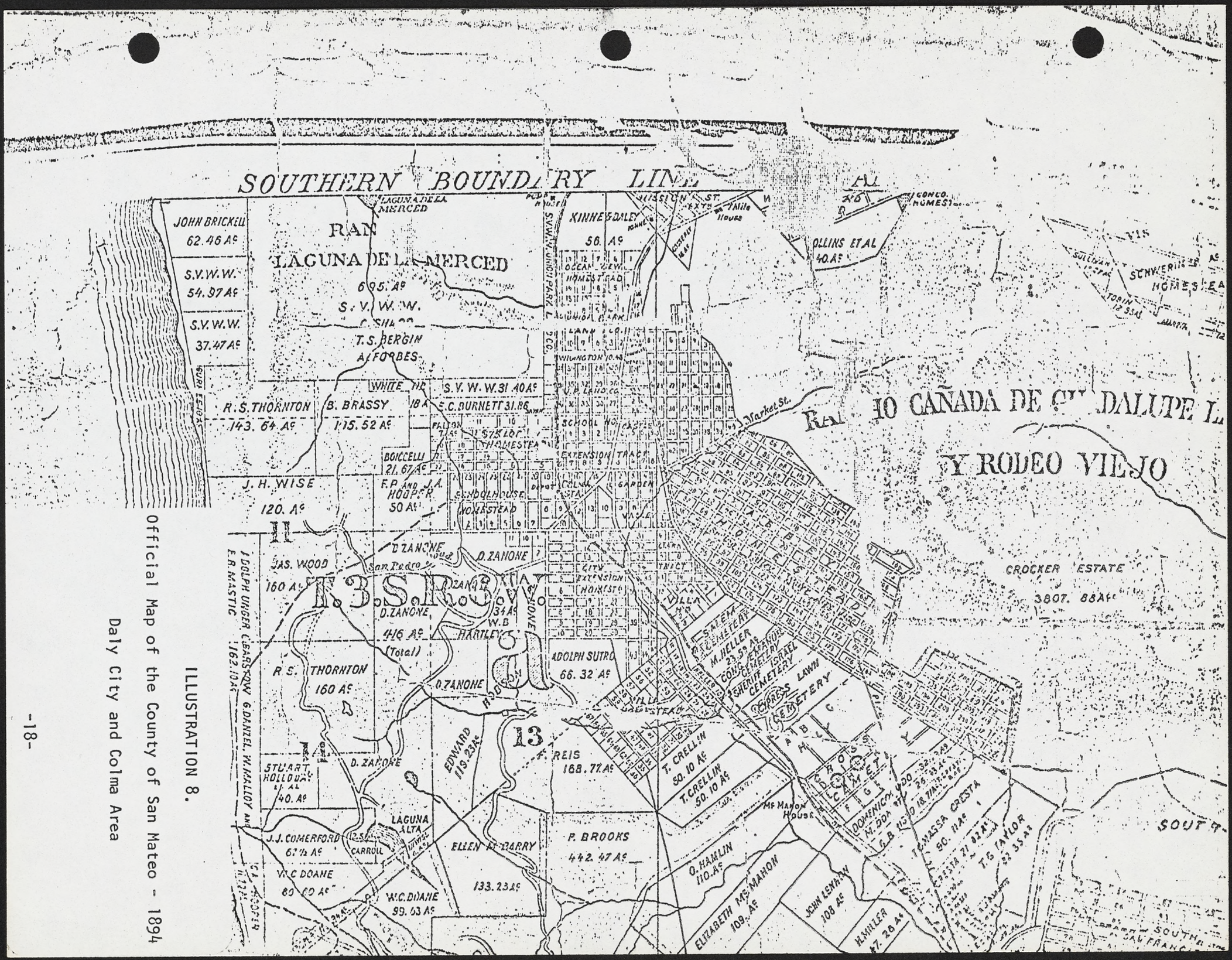


ILLUSTRATION 8.

Official Map of the County of San Mateo - 1894

Daly City and Colma Area

Contract 4, 5 & 5A: Cypress Lawn Cemetery to Sneath Road. 5A plans for pavement materials dated April 15, 1938.

-SAN FRANCISCO-

The earliest route in the area of Junipero Serra Boulevard is shown upon the Plat of Lakeville[41] in 1864, which is also shown on the map in Illustration 1A. The north-south road and diagonal leg at its southerly end is called SAN MIGUEL TURNPIKE and has a 66 foot right-of-way. The north-south portion is probably the frontage road along the east side of Junipero Serra Boulevard between Mercedes Way and Holloway Avenue.

The diagonal leg became Worcester Avenue and now 19th Avenue. It ended at a ravine (Brotherhood Way). From there, a road apparently paralleled the San Francisco and San Jose Rail Road easterly to Old San Jose Road. For here on the southeast part of the intersection of the Rail Road (Alemany Boulevard) and Old San Jose Road (San Jose Avenue) was the San Miguel Station, 1872, later known as the Ocean View Station, 1895.

Off this diagonal route, San Miguel Turnpike, was another road called First Avenue, 66 feet wide. On the Plat of Lakeville, it ended at a ravine (Brotherhood Way), but on the County map (Illustration 1A) it was important enough to be extended southerly to the San Mateo County

Line and the Rail Road. This First Avenue is roughly in the location of Chester Avenue today.

A map filed in 1917, of a portion of St. Francis Woods,[42] indicates three of the spokes of the wagon-wheel intersection: Portola Drive, St. Francis Boulevard, and JUNIPERO SERRA BOULEVARD. Futher south, at the intersection of Worchester Avenue (now 19th Avenue), the right-of-way for JUNIPERO SERRA BOULEVARD was 45 feet in 1918,[43] with the Spring Valley Water Company owning a 20 foot strip adjacent to the east right-of-way line.

A 125 foot right-of-way for JUNIPERO SERRA BOULEVARD was established to the county line in a map recorded in 1939[44] by the City and County of San Francisco. Most of this portion of the right-of-way was acquired during 1929 and 1930 from the Spring Valley Water Company.

****

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1.	Plat of the Buri Buri Rancho to Jose dela Cruz Sanchez et al. (Surveyed in 1864 and approved by the District Judge March 10, 1866).	18 1	20 391	Dec. 9, 1872 patents
2.	Town of Baden at Baden Station, San Mateo County, California. Portion of the Buri Buri Rancho.	E 19	69 6	Nov. 10, 1890
3.	Section, West of Railroad of the Town of Baden, Part of Rancho Buri Buri in Secs. 20-21, T3 S, R5W, MDM Surveyed Nov. 1891.	E 19	62 8	Nov. 30, 1891
4.	Record of Survey or Map of Blocks 5, 6, & 7, San Bruno Park, San Mateo County, California.	LLS1	14	Jan. 21, 1904
5.	Map of the Jenevein Subdivision of a Portion of the Buri Buri Ranch, San Bruno, California.	A-59 3	81	Oct. 18, 1905
6.	Map No. 3 of El Cerrito Park San Mateo County, California	B-29 3	52	Jan. 7, 1905
7.	Map of Burlingame Grove San Mateo County, California.	B-30 4	46	July 16, 1906
8.	Map of Marino Vista Park situated in San Mateo County between Millbrae and San Bruno.	C 3	25 89	Dec. 4, 1905
9.	Map of San Bruno Park 4th Addition Showing Blocks 1-2-3.	C 4	12 14	Feb. 27, 1906
10.	Map of the Lands of the City Extension Homestead Association.	D 1	44 13	Oct. 15, 1870
11.	Map of Boulevard Park (a resubdivision of a portion of the City Extension Homestead Association).	A 4	38 68	Apr. 26, 1907

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REFERENCE NOTE		MAP BOOK	PAGE	DATE FILED WITH COUNTY
12.	Map of the Property of the Villa Homestead Association Situate in San Mateo County.	C 4 1	52 21 16	Jan. 27, 1884 Misc. Records
13.	Plat of Odd Fellows Cemetery Association, San Mateo County.	D 3	57 35	July 11, 1904
14.	Cypress Lawn Cemetery San Mateo County, California (Section D - East Side).	A 2	50 63	Dec. 4, 1893
15.	Map showing a Re-Subdivision of Lots 23 and 24 of the Villa Homestead Association situate in San Mateo County, California.	8	14	July 8, 1912
16.	Map of Cypress Mound Cypress Lawn Cemetery (West Side).	9	33	Apr. 27, 1915
17.	Map of the Property of the West End Homestead Association.	4	415	Jan. 25, 1865 Deed Records
18.	Map of the Mission Street Extension Homestead Association.	D 1	49 2	Sept. 3, 1872
19.	Map of the Land of the Castle Tract Homestead Association.	D A 1	22 12 7	Oct. 12, 1871
20.	Knowles Tract, San Mateo County, California (Parkview Avenue to Citrus Avenue).	A 1	42 3	May 21, 1888
21.	Map of Concordia Land Company's Property, San Mateo County, California.	B 4	50 50	Jan. 21, 1907
22.	Map of the Subdivision of Blocks Nos. 2-3-4 and 5 of the Concordia Land Company.	A 8	73 50	Apr. 16, 1907

REFERENCE NOTE		MAP BOOK	PAGE	DATE FILED WITH COUNTY
23.	Map No. 1 Vista Grande San Mateo County, California	C 4	35 41	Nov. 5, 1906
	and			
	Map of Re-Subdivision of a Portion of Union Park.	D 4	60 37	Oct. 8, 1906
24.	Map of Mission Street Tract in San Mateo County, California.	D 4	50 51	Jan. 27, 1907
25.	Record of Survey of Subdivision of Property of John D. Daly and William Kinne.	LLS1	11	Nov. 17, 1903
26.	Map of Hillcrest showing Subdivision.	19 14	18 232	Mar. 13, 1907 Misc. Records
27.	Plat of the Part of the Rancho Canada de Guadalupe la Visitacion y Rodeo Viejo finally confirmed to Henry R. Payson.	18 1	16 159	June 10, 1868 Patents (July 28, 1864 with U.S. Surveyor General's Office)
28.	Map of the Lands of the Abbey Homestead Association.	B 1 15	43 14 2 & 3	Jan. 2, 1872 Deed Book
29.	Plat of the Precita Valleylands and Bernal Heights (Recorded in San Francisco).	1	85	Mar. 14, 1860
30.	Map of the Lots of the Rail Road Homestead Association No. 2 (Recorded in San Francisco).	E	49	June 24, 1870
31.	Copy of Annexed Diagram Recorded at request of Board of Supervisors (Recorded in San Francisco).	E	28	Oct. 4, 1853.
32.	Map of the San Bruno Turnpike Road (Bayside) (Recorded in San Francisco).	D	132-133	Sept. 25, 1858
33.	Map of the Property of the Garden Land Homestead Association (Recorded in San Francisco).	24 & B	81	Mar. 3, 1868

REFERENCE NOTE		MAP BOOK	PAGE	DATE FILED WITH COUNTY
34.	Map of the West End Addition, Part of the Bernal Ranch (Recorded in San Francisco).	1	116	Dec. 4, 1862
35.	Map showing Subdivision of the Property of the Mission Street Land Company.	1	195&196	July 31, 1895
36.	The Seventy Five Dollar Lot Homestead Association.	E 1	63 6	Oct. 3, 1870
37.	Map of the Lands of the School House Homestead Association.	E 1	34 9	Jan. 12, 1872
		A	3	May 7, 1891
38.	Survey of Acreage Property Near Colma for R. S. Thornton, Esq.	1	4	
39.	Map of the Pierce Van Winkle and Patten Tracts.	B 1	3 20	Dec. 19, 1883
40.	Southern Pacific Company Station Map: Daly City and Union Park State Board of Equalization Land Identification Map No. 872-41-14C Right-of-Way and Track Map: San Bruno Branch SBE Map No. 872-41-15.			
41.	Plat of Lakeville (Recorded in San Francisco).	C	31	Feb. 4, 1864
42.	St. Francis Woods Extension No. 1 (Recorded in San Francisco).	H	58&59	Feb. 15, 1917

REFERENCE NOTE		MAP BOOK	PAGE	DATE FILED WITH COUNTY
43.	Map shows the Widening of Worcester Avenue (Recorded in San Francisco).	H	103	Oct. 22, 1918
44.	Map showing the Opening of Junipero Serra Boulevard between Sloat Boulevard and the County Line; also Nineteenth Avenue from Eucalyptus Drive Southerly to Junipero Serra Boulevard (Recorded in San Francisco).	N	70-74	May 29, 1939

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